

testament relative of the Shrewsbury family. The style is the decorated Gothic: it was designed by Mr. Pugin. The stained-glass windows, and the chancel fittings, were put up by Mr. John Hardman, of Birmingham, but there seems to have been no builder of the edifice itself, at least the trifling circumstance that it had a builder is quite overlooked by our authorities, more than one, who particularly note the presence of Mrs. Bennett, Lady Olivia Acheson, Mr. Bertram Talbot, *et hoc genus omne*.—The exterior of St. Paul's Church, Sheffield, says the *Irish*, has been much improved by the alterations lately effected by Mr. S. Brown, with the aid of patent spire-scaffolding. —The Phoenix Gas Company, says the *Birmingham Journal*, are having made, at Brierly-hill, an immense gasometer, which is to hold 671,498 cubic feet of gas. It will contain 28,000 feet of riveting, and will weigh 400 tons. Its mean diameter will be upwards of 150 feet, the circumference measuring 471 feet: depth 45 feet, of which 38 feet will be available. —A valuable mass of red-iron ore, with an excellent yield of iron, has been discovered at Llanbarry, near Cowbridge. —The bricklayers of Chester have struck for an advance of wages, from 22s. to 27s. a week. —The 'mysterious machine,' for some time in course of preparation at Liverpool, has still a local habitation and a name, at least, if only half a reality. A witness 'attempts' to describe it, as well as he can, but he admits that he can make neither head nor tail of it. It is tubular, 120 feet long and 36 feet in girth at the broadest part, which is at one end of it,—whether head or tail dependent knoweth not. It is built of pine plank, air-tight, and free of knots. The entrance-door is at one side, and he talks of ante-room and public saloon, a winding staircase to 'a good look-out' in the roof, &c. &c., all in the belly of what appears to be so 'very like a whale' or a Trojan horse. It will take two years more to finish it in the 'superior style' in which it is being fitted up for at least 100 'passengers'; but whether through the heaven above, the earth beneath, or the waters under the earth is a mystery as yet profound as chaos itself. May not this ingenious conundrum be some new-fangled canal-boat, or a steamer for diving into smooth water under the stormy surface of the ocean, so as to insure smooth sailing—to the bottom at least—if not to insure the lives of those who are evidently expected to follow by the lot the special example of Jonah? —A new mode of paving the streets of Manchester has been substituted for the old mode of planting the broad Welsh hard sets, which led to the frequent fall of horses, while their mortar pointings were not a sufficient safeguard against the softening of the foundations. The sets are now placed 2 or 3 inches asunder, and the intervals are checked with small gravel, through which asphalt is poured so as to render the whole impermeable to wet from above, and to afford a more firm footing for horses. —On Monday week the foundation-stone of St. Michael's Church, Mytholmroyd, Halifax, was laid. The merits of both architect and builder seem to have been completely outshone by the silver trowel and the band that wielded it, for although both were present, neither are named in the usual chronicle of the event. The cost will be 2,500*l.*, site and investment fund inclusive. —The foundation-stone of the Lincoln Exchange was laid on Wednesday week. —The design is by Mr. W. A. Nicholson, and the scale is a spacious one, with accommodation for great public meetings, lectures, markets, &c. There will be a row of twenty-five double-fronted shops, with a covered market on one side, and a large open one on the other. —The Victoria Foundry, Dryport, Hull, lately finished, covers an area of about 3,000 square yards; and the machinery is capable of turning and casting twenty-five tons' weight of iron. —The Miners' strike in the west of Scotland still continues, and trade is almost at a stand-still by the withdrawal of wages.

SETTING SAWS.—An ingenious and inexpensive little instrument for setting saws has been patented by Mr. J. Tall, and will be found very useful. A remark in our pages some time ago, on the rudeness of the present method, led the inventor's attention to the subject.

SURVEYORS MADE IN FOURTEEN DAYS.

When the railway-projecting mania was at its height, and surveyors were being paid two, three, four, five,—any number of guineas a day, we cautioned the public against certain delusive advertisers professing to teach the art and mystery of surveying, levelling, mapping, &c. &c., in the short space of no time, or something equivalent thereto, and have reason to know that we saved the money and time of some few of our readers.

The same game, it seems, is still played, and not unsuccessfully. Last week a number of young men sought the aid of the magistrate at Worship-street, against a deceptive promoter, who had set forth, in an advertisement headed 'Railway Employment,' that perfect practical instruction in surveying, levelling, mapping, &c., would be afforded, and employment guaranteed, at a liberal weekly salary, on a line of railway now on hand in Middlesex, and that the occasion presented a rare opportunity to persons wishing for a thorough knowledge of such occupation. Numbers of young men made their way to town from all parts of the kingdom, one even from Holland, and, on applying at the address given, Shepperton Cottages, Islington, were introduced to the writer of the advertisement, who represented himself as the surveyor to the West London extension line of railway from Willesden to Finchley (a little inquiry would have told them there was no such line), and who undertook for a fee of three guineas each to perfect them in the business in about fourteen days, and afterwards secure for them constant employment at a salary of two guineas per week, upon payment of a further premium of five guineas, to be deducted from their wages. The introductory fee was accordingly paid, and formal agreements were entered into by the respective parties; but beyond this, as might have been expected, they never reached. Great distress had been the consequence to some of the applicants, but the magistrate was unable to aid them: it was even doubtful if they could successfully take criminal proceedings against the advertiser for obtaining money under false pretences.

It may be laid down as an axiom, that the man who professes to make a surveyor in fourteen days, is not to be trusted any farther than he can be seen. Reiteration of this fact may save many from mortification and loss.

RAILWAY JOTTINGS.

A GENERAL suspension of railway works has been advocated by circular, and a metropolitan meeting of delegates from the directorial boards of the various leading companies has been proposed by the committee of the Liverpool Stock Exchange. This step, says the *Times* city article, has been adopted in consequence of 'the enormous sums which the railway companies are still attempting simultaneously to raise from their proprietors and the public.' But the dissection of so enormous a growth, thought it may be as easily effected as may any enormous tumour be cut off by the rashest of surgeons, would probably lead to abnormal consequences of an equally dangerous description to the body politic, but which a skilful and gradual discussion of the mass by the sanative treatment of the physician would completely obviate. That this is a matter more lightly and easily plunged into and probed than prudently disposed of, we may have some slight idea, from the result of the recent cessation of operations on even a single line, the Edinburgh and Northern, in suddenly diffusing an abnormal mass over the face of the country, but too likely, even of itself alone, to be resolved, ere it can be properly absorbed, into a potent and irritant virus of social corruption. By that one consummation, 5,486 labourers, 766 masons, 384 carters, 224 miners, 160 joiners, and 116 smiths have been at once thrown destitute—a sum total of 7,266 families being thereby at once deprived of all honest means of earning a livelihood. Yet that is comparatively a necessary and inevitable evil. But it only shews, in connection with the sagacious project just noticed, how true it is that thousands and tens of thousands may be easily and rapidly slain by the jawbone of an ass. Is it not infinitely better that bonuses and dividends and per

centages, be temporarily diminished, than that human life and morals by wholesale be permanently destroyed? —Enormous sums have been expended in the formation of many British lines compared with continental. In the construction of works and stations, the heaviest item of course, the expensiveness per mile of the South Western has been 18,450*l.*, that of the Birmingham 28,280*l.*, that of the Great Western 40,000*l.*; and that of the Manchester and Leeds, 41,400*l.* while the Belgian cost only 10,600*l.*, and even the Paris and Rouen but 17,000*l.* The Newcastle and Carlisle was on a par in this respect with the average of continental lines, viz., 12,000*l.* For these, even the lowest of them magnificent outlays, there is something to shew; but that cannot be said of the enormous sums swallowed up in law and Parliamentary expenses,—witness the London and Brighton, 3,000*l.* per mile for mere Parliamentary expenses, though that is by no means the worst instance of pure waste of money that might be adduced. These expenses alone, however, in this case almost equal the average paid for all the land and compensation paid for on other lines. —By the way, the London and Brighton seem to be improving on the ingenious system of discouragement to cheap class passengers, alluded to in our last jottings, by the introduction of a system of terrorism, as well as of pain and disgust, already quite sufficiently exposed to be now without excuse, as a palpable system of cheap class discouragement. It is evident, says a leader in *The Times*, based on the complaint of another correspondent, that these authorities have even 'left their second-class passengers exposed to the risk of being shut up in a close carriage with a madman,' under 'alarming as well as distressing' circumstances, for which the directors 'owe some explanation to the public.' Explanation? We can readily conceive the only virtuous, if not actual reply to a demand of explanation.—You can take a first-class carriage,—that is not a lunatic asylum,—there alone you will be safe, and in the right box,—as we will. What they most desire probably is this very advertisement of their inferior class preventive, which has now been accomplished to their hearts' content, and as unequivocally as if it bad, in plain terms, been—'Beware of nans-traps and spring-guns in low class carriages!' —The Eastern Counties Company may soon perhaps have the merit of reviving and establishing those common road locomotives that were at one time looked on as destined successors and extinguishers of the rail. It has been seriously proposed by a Mr. Bates, in consequence of the late unwarrantable rise of fares on the Eastern Counties line, to establish forthwith, a locomotive stage coach company with steam-coaches of an almost perfected order, which he proposes to place at their service, under the complete conviction, that 'they will run the Railway Company off its own line.' Perhaps it may be the prospect of such a consummation that has lately led to the determination of the directors to reduce their establishment at the cross road near their Kelvedon station, where there is a perpetual traffic on the cross road night and day through the company's gates, which gates the directors now design to place under the guardianship of some one wonderful Janus, who is to have one eye on the rail and another on the cross road without intermission, or rather with his one look out open, while the other is shut, *vice versa*. The trains at least run at such intervals, that as a Kelvedonite remarks 'if even uninterrupted by the traffic on the cross-road, the largest period devoted to sleep cannot at any one time exceed one hour and a half,—but it is obvious that the man on duty must be constantly on the alert, the traffic on the cross-road being continual. That the reason why Janus had two fronts was, that he might nod both ways by turns while yet an ever-vigilant gate-keeper,—and that these wise men of the East have found this wondrous secret out, and mean to realize it at Kelvedon, we are now quite assured, by the flood of light which this view sheds upon a curious, and, as we erroneously imagined, a nonsensical old elucidation of the ancient Romans, addressed to one of the phases of the twofold god, and still preserved in Latin dictionaries for the mystification of posterity. —'Janus! Quae tu dormias?' Janus, in short, was clearly two single gentlemen rolled into one,—and the star of that one has arisen in the East. But the public need